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**REGULAR MEETING OF THE  
CITY OF CONCORD  
PLANNING COMMISSION**

**Wednesday, August 3, 2016  
6:30 p.m. – Council Chamber  
1950 Parkside Drive, Concord**

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Planning Commission Members:

Carlyn Obringer, Chair

Jason Laub, Vice Chair

Dominic Aliano, Commissioner

LaMar Anderson, Commissioner

Ray Barbour, Commissioner

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**REGULAR MEETING  
6:30 p.m. – Council Chamber**

**I. ROLL CALL**

**II. PLEDGE TO THE FLAG**

**III. PUBLIC COMMENT PERIOD**

**IV. ADDITIONS / CONTINUANCES / WITHDRAWALS**

**V. CONSENT CALENDAR**

**1. [7/20/16 Meeting Minutes](#)**

**VI. PUBLIC HEARINGS**

- 1. [City of Concord Bicycle, Pedestrian, and Safe Routes to Transit Plan](#)** – City-initiated proposal to adopt the Bicycle, Pedestrian and Safe Routes to Transit Plan, which envisions Concord as a community where bicycling, walking and transit can serve the transportation needs of all users. The Plan outlines a strategy to develop a safer and more comfortable walking and bicycling network, through physical improvements and programs designed to educate and encourage safe use of the expanded transportation network. The Plan helps position the City for future funding for bicycle, pedestrian and transit access improvements by identifying community needs and addressing those needs with \$146 million of identified and prioritized capital improvement projects. The Plan also contains evaluation programs to encourage forward progress by documenting progress towards the Plan’s goals. Pursuant to the provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, the project falls under Section 15262, “ (a) project involving only feasibility or planning studies for possible future actions which the agency, board, or commission has not approved, adopted, or funded does not require the preparation of an EIR or negative declaration but does

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require consideration of environmental factors. This section does not apply to the adoption of a plan that will have a legally binding effect on later activities.” The City of Concord’s Bicycle, Pedestrian & Safe Routes to Transit Plan (Plan) meets these criteria because the Plan is a planning study that would serve as the basis for future updating of the Concord General Plan related to the education, encouragement, enforcement, and evaluation of future walking and bicycling network improvements and has no legally binding effect on current activities (e.g. development project application review) or later activities (i.e., the General Plan Update). **Project Planner: Laura Simpson @ (925) 671-3369**

## **VII. COMMISSION CONSIDERATIONS**

## **VIII. STAFF REPORTS / ANNOUNCEMENTS**

## **IX. COMMISSION REPORTS / ANNOUNCEMENTS**

## **X. FUTURE PUBLIC HEARING ITEMS**

## **XI. ADJOURNMENT**

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### **NOTICE TO PUBLIC**

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#### **ADA ACCOMMODATION**

In accordance with the Americans With Disabilities Act and California Law, it is the policy of the City of Concord to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including those with disabilities. If you are disabled and require a copy of a public hearing notice, or an agenda and/or agenda packet in an appropriate alternative format; or if you require other accommodation, please contact the ADA Coordinator at (925) 671-3021, at least five (5) days in advance of the hearing. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility.

#### **APPEALS**

Decisions of the Planning Commission on use permits, variances, major subdivisions, appeals taken from decisions of the Zoning Administrator or staff interpretations of the Zoning Code may be appealed to the City Council. Appeals and the required filing fee must be filed with the City Clerk within ten (10) days of the decision.

If you challenge any of the foregoing described actions in court, an appeal first of said actions to the Zoning Administrator, Planning Commission, and/or City Council (as applicable) in the manner and within the time period established in Development Code Chapter 18.510 (Appeals and Calls for Review) is required, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Zoning Administrator and/or Planning Commission (as applicable) at, or prior to, said public hearing.

#### **APPLICANT’S SUBMITTAL OF INFORMATION**

Submittal of information by a project applicant subsequent to the distribution of the agenda packet but prior to the public hearing may result in a continuance of the subject agenda item to the next regularly scheduled Planning Commission meeting, if the Commission determines that such late submittal compromises its ability to fully consider and evaluate the project at the time of the public hearing.

#### **CONSENT CALENDAR**

Adoption of the Consent Calendar may be made by one motion of the Planning Commission, provided that any Commissioner, individual, or organization may request removal of an item from the Consent Calendar for separate consideration. If a request for removal of an item from the Consent Calendar has been received, the Chair may defer action on the particular item and place the same on the regular agenda for consideration in any order s/he deems appropriate.

**CORRESPONDENCE**

Correspondence and writings received within 72 hours of the scheduled Planning Commission meeting that constitute a public record under the Public Records Act concerning any matter on the agenda is available for inspection during normal business hours at the Permit Center located at 1950 Parkside Drive, Concord. For additional information contact the Planning Division at (925) 671-3152.

**HEARINGS**

Persons who wish to speak on hearings listed on the agenda will be heard when the hearing is opened, except on hearing items previously heard and closed to public comment. Each public speaker should limit their comments to three (3) minutes or less. The Chair may grant additional time. The project applicant normally shall be the first person to make a presentation when a hearing is opened for public comment. The project applicant's presentation should not exceed ten (10) minutes unless the Chair grants permission for a longer presentation. After the public has commented, the item is closed to further public comment and brought to the Planning Commission level for discussion and action. Further comment from the audience will not be received unless requested by the Commission. No public hearing or hearing shall commence after 11:00 p.m. unless this rule is waived by majority vote of the Commission.

**MEETING RECORDS**

Planning Commission meetings are available for viewing on the City's website, [www.cityofconcord.org](http://www.cityofconcord.org) and at the Concord Public Library. Copies of DVDs of the Planning Commission Meeting are available for purchase. Contact the Planning Division at (925) 671-3152 for further information.

**NOTICE TO THE HEARING IMPAIRED**

The Council Chamber is equipped with Easy Listener Sound Amplifier units for use by the hearing impaired. The units operate in conjunction with the Chamber's sound system. You may request the Easy Listener Phonic Ear Personal Sound Amplifier from the staff for personal use during Commission meetings.

**ROUTINE AGENDA ITEMS AND CONTINUED ITEMS**

All routine and continued items will be considered by the Planning Commission at the beginning of the meeting. There will not be separate discussions of these items unless a request is made prior to the time the Planning Commission considers the motions.

**SPEAKER'S CARD**

Members of the audience who wish to address the Planning Commission should complete a speaker's card available in the lobby or at the front bench. Submit the completed card to staff before the item is called, preferably before the meeting begins.

**TELEVISED MEETINGS**

All Planning Commission meetings are broadcast live on Astound Broadband channel 29 and Comcast channel 28. The meeting is replayed on the Thursday following the meeting at 8:00 a.m., 2:00 p.m. and 8:00 p.m. Replays are also broadcast on Fridays and Saturdays. Please check the City website, <http://www.cityofconcord.org/about/citynews/tvlistings.pdf> or check the channels for broadcast times.

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**NEXT PLANNING COMMISSION MEETINGS:**

August 17, 2016: 6:30 pm – Council Chamber  
September 7, 2016: 6:30 pm – Council Chamber

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REGULAR MEETING OF THE  
CITY OF CONCORD PLANNING COMMISSION  
COUNCIL CHAMBER, 1950 PARKSIDE DRIVE  
CONCORD, CALIFORNIA

Wednesday, July 20, 2016

A regular meeting of the Planning Commission, City of Concord, was called to order by Chair Obringer at 6:30 P.M., July 20, 2016, in the City Council Chamber.

**I. ROLL CALL**

**COMMISSIONERS PRESENT:** Chair Carlyn Obringer  
Vice Chair Jason Laub  
Commissioner LaMar Anderson  
Commissioner Ray Barbour

**STAFF PRESENT:** Laura Simpson, Planning Manager  
Margaret Kotzebue, Senior Assistant City Attorney  
Lt. Russ Norris, Police Department  
Jessica Gonzalez, Planning  
Frank Abejo, Senior Planner  
Joan Ryan, Senior Planner  
Kevin Marstall, Senior Civil Engineer  
Ray Kuzbari, Transportation Manager  
Joelle Fockler, City Clerk

**II. PLEDGE TO THE FLAG**

Commissioner Anderson led the pledge.

**III. PUBLIC COMMENT PERIOD**

No public comment was heard.

**IV. OATH OF OFFICE – For Commissioner Dominic Aliano**

**V. ADDITIONS / CONTINUANCES / WITHDRAWALS**

None were announced.

**VI. CONSENT CALENDAR**

No public comment was heard.

**APPROVAL OF MINUTES**

Motion was made by Commissioner Barbour, and seconded by Commissioner Anderson to approve the meeting minutes of July 6, 2016. Chair Obringer and Commissioner Aliano abstained. The motion was passed by the following vote:

AYES: Barbour, Anderson, Laub  
 NOES: None  
 ABSTAIN: Obringer, Aliano  
 ABSENT: None

**VII. PUBLIC HEARINGS**

**National Petroleum Finding of Public Convenience and Necessity and Use Permit Amendment (PL16058 – UP)** – Application for a Finding of Public Convenience and Necessity (FOPCN) and Use Permit Amendment to allow alcohol sales at an existing gas station located at 4323 Clayton Road. The General Plan designation is Neighborhood Commercial; Zoning classification is NC (Neighborhood Commercial); APN: 115-242-038. Pursuant to the provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, and pursuant to Section 15301 “Existing Facilities,” the project is classified as a Class 1 Categorical Exemption, and therefore, no further environmental review is required. **Project Planner: Jessica Gonzalez @ (925) 603-5821**

Project Planner, Jessica Gonzalez, presented the report and answered questions from the Planning Commission.

Lieutenant Russ Norris answered questions from the Planning Commission and explained the issues the Police face with the amount of alcohol within the Clayton Road area.

The applicant, Gaurang Vaghasia, explained his position on the need for alcohol sales and also answered questions from the Planning Commission.

No public comment was heard.

Motion was made by Vice Chair Laub and seconded by Commissioner Barbour to adopt Resolution No. 16-16 PC denying Use Permit Amendment (PL16058 – UP) and denying the applicant’s request for a Finding of Public Convenience and Necessity for the sale of alcoholic beverages. The motion passed by the following vote:

AYES: Laub, Barbour, Aliano, Anderson, Obringer  
 NOES: None  
 ABSTAIN: None  
 ABSENT: None

**Veranda Shopping Center (PL15466 – DC, UP, RT, DR)** – Application for an Amendment to Concord Development Code Chapters 18.20 (General Terms) and 18.180 (Signs) to allow for freeway-oriented signs including digital pylon signs, Use Permit, Tree Removal and Design Review to construct a shopping center with up to 375,000 square feet of floor area on a 30-acre site located at 2001-2003 Diamond Boulevard. Anticipated shopping centers uses include a grocery store, theater, restaurants (including drive-through restaurant), general retail, general office/medical office, health club, and financial services. An Environmental Impact Report was prepared for the project pursuant to the California Environmental Quality Act and will be considered concurrently. The General Plan designation is West Concord Mixed Use; Zoning

classification is WMX (West Concord Mixed Use); APN 126-440-001. **Project Planner: Frank Abejo @ (925) 671-3128**

Senior Planner, Frank Abejo, presented the report and answered questions from the Planning Commission.

Steve Ross, LSA Associates, explained the CEQA process and Environmental Impact Report for the project and answered questions from the Planning Commission.

Transportation Manager, Ray Kuzbari, answered questions from the Planning Commission regarding potential traffic impacts.

Amy Herman, ALH Urban & Regional Economics, answered questions from the Planning Commission about the impacts of this project on the City.

The applicant, Jeff Hill explained the project and answered questions from the Planning Commission.

Transportation Manager, Ray Kuzbari, clarified a question about operating costs.

Amy Herman clarified a statement she made earlier regarding the number of seats in the market area with the anticipated new number of seats for the Veranda project.

#### Public Comment

Kenji Yamada expressed concerns with motor traffic.

Tim McGallian, President of the Todos Santos Business Association, spoke about the Environmental Impact Report not being on point relating to Downtown Concord businesses and also expressed his concern on economic impacts.

Kathryn Jensen, who works with the Brenden Mann Foundation, spoke about the potential impacts on the downtown area with the new Veranda project.

Bruce Coleman, Chief Operating Officer of Brendan Theatres, spoke about the Environmental Impact Report and how Brendan Theatres is trying to stay competitive with other theater companies.

Transportation Manager, Ray Kuzbari, answered a question regarding safety concerns with cyclists and Diamond Boulevard.

Kenji Yamada spoke about motor traffic and cyclist safety.

Steve Ross spoke about greenhouse gas impacts.

Motion was made by Vice Chair Laub and seconded by Commissioner Aliano to adopt Resolution No. 16-18 PC, recommending City Council Certification of an Environmental Impact Report, Adoption of a Mitigation Monitoring and Reporting Program, and

Adoption of CEQA Findings and a Statement of Overriding Considerations for the CenterCal/Veranda Shopping Center Project.

AYES: Laub, Aliano, Anderson, Barbour, Obringer  
 NOES: None  
 ABSTAIN: None  
 ABSENT: None

Motion was made by Commissioner Aliano and seconded by Commissioner Anderson to adopt Resolution No. 16-19 PC, recommending City Council pass an ordinance approving amendments to Chapter 122 of the Concord Municipal Code (“Development Code”) Chapter 18.180, “Signs” for the inclusion of freeway-oriented signs in multi-tenant projects (excluding pylon and digital signs) subject to a Master Sign Program in connection with the Center Cal/Veranda Project.

AYES: Aliano, Anderson, Barbour, Laub, Obringer  
 NOES: None  
 ABSTAIN: None  
 ABSENT: None

Motion was made by Vice Chair Laub and seconded by Commissioner Aliano to adopt Resolution No 16-20 PC recommending City Council approval of the Veranda Shopping Center Use Permit, Tree Removal and Design Review to construct a shopping center with up to 375,000 square feet of floor area (PL15455 – UP, RT, DR) subject to the Conditions of Approval and Mitigation Monitoring and Reporting Program, set forth in Attachment 1 (as modified and read into the record) and Attachment 2 respectively, to Resolution No. 16-20 PC as amended and read into the record.

AYES: Laub, Aliano, Anderson, Barbour, Obringer  
 NOES: None  
 ABSTAIN: None  
 ABSENT: None

**Downtown Corridors Plan** – City-initiated proposal to adopt the Downtown Corridors Plan. The Downtown Corridors Plan implements recommendations from the earlier Concord Downtown Specific Plan (2014) to design and prepare conceptual streetscape drawings and design guidelines to enhance three critical street segments or “corridors” along Oak Street, Grant Street (from Salvio to Oak Street) and Salvio Street (from Broadway to Grant Street). The Corridors Plan (Plan) is intended to place an emphasis on pedestrian and bicycle circulation and improved landscaping to enhance connectivity and provide better pedestrian and bicycle opportunities, linking neighborhoods to shopping and employment areas. The Plan would be used to guide policy development, prioritize grant funding and infrastructure projects, and to compete for grants for design development, preparation of construction plans and construction of improvements. Pursuant to the provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, the project is classified as Categorical Exempt pursuant to 15301(c) Class 1, and 15304(h), Class 4, and no further environmental review is required. **Project Planner: Joan Ryan @ (925) 671-3370**

Senior Planner, Joan Ryan, presented the report and answered questions from the Planning Commission.

Motion was made by Vice Chair Laub and seconded by Commissioner Aliano to adopt Resolution No. 16-15 PC recommending City Council adoption of the Downtown Corridors Plan. The motion passed by the following vote:

AYES: Laub, Aliano, Anderson, Barbour, Obringer  
NOES: None  
ABSTAIN: None  
ABSENT: None

**VIII. COMMISSION CONSIDERATIONS**

There were none.

**IX. STAFF REPORTS / ANNOUNCEMENTS**

There were none.

**X. COMMISSION REPORTS/ANNOUNCEMENTS**

Commissioner Aliano stated it was an honor to be serving on the Planning Commission and is looking forward to working with the Commission and staff. He also thanked all the people who have supported him in this new position.

**XI. FUTURE PUBLIC HEARING ITEMS**

Planning Manager Laura Simpson announced the Bicycle and Pedestrian Plan will be heard at the August 3<sup>rd</sup> Planning Commission meeting. Chair Obringer mentioned there will be a meeting on the Bicycle and Pedestrian Plan final draft on Monday, July 25<sup>th</sup> in the Permit Center Conference Room at City Hall.

**XII. ADJOURNMENT**

Chair Obringer stated the adjournment will be made in honor of the victims of the violent events in the past few weeks. Commissioner Barbour moved to adjourn at 12:30 A.M. Commissioner Laub seconded the motion. Motion to adjourn was passed by unanimous vote of the Commissioners present.

APPROVED:

Laura Simpson, AICP  
Planning Manager

Transcribed by Grant Spilman,  
Administrative Coordinator

DRAFT



## REPORT TO PLANNING COMMISSION

DATE: August 3, 2016

**SUBJECT: ADOPTION OF THE BICYCLE, PEDESTRIAN AND SAFE ROUTES TO TRANSIT PLAN**

**Recommendation: Adopt Resolution No. 16-21 PC, recommending City Council approval of the Bicycle, Pedestrian, and Safe Routes to Transit Plan.**

**I. Introduction**

The Planning Commission is being asked to review and consider adopting Resolution No. 16-21 PC (Exhibit A) recommending City Council adoption of the Bicycle, Pedestrian, and Safe Routes to Transit Plan, including the Appendices and Design Guidelines (Attachments 1, 2, and 3). A presentation will be provided to the Commission by project consultant firm Alta Planning + Design.

The Draft Bicycle, Pedestrian, and Safe Routes to Transit Plan was released to the public and discussed by the Plan Advisory Committee (PAC) at their regular meeting held on April 25, 2016. This was followed by a City-wide public workshop on May 5, 2016 to introduce the Draft Plan and receive feedback from participants. Study sessions on the Plan were held at Planning Commission on May 18<sup>th</sup> and City Council on May 10<sup>th</sup>, followed by the Parks Recreation and Open Space Commission on May 11th. The Draft Plan returned to the PAC for further discussion on May 23, 2016.

During the review period, Alta Planning + Design received over 300 public comments to the Draft Plan. The Final Plan includes revisions based on over 300 public comments to the Public Draft. New Complete Streets and shared use path studies were evaluated and added to the Final Plan. A section on safety was added to the Purpose of the Plan section to underscore the public's desire for creating safe and comfortable routes to walk and bike in Concord. Bike Concord was recognized in the Final Plan as a key partner in helping deliver strategic programs that will help the City realize the Plan's goals. Additionally, the final plan recommends the City produce an annual report to update the public on progress toward implementing the plan's recommendations. The plan now includes a total of over \$146 million in potential project costs, including \$18 million in estimated project costs for Tier 1.

The PAC reviewed the Final Plan on July 25, 2016, after all revisions had been incorporated, and their comments are discussed further in this report.

**II. Background**

As part of the State's efforts to reduce greenhouse gas emissions pursuant to the California Global Warming Solutions Act of 2006, the State has emphasized the importance of "Complete Streets" by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise General Plans, they identify how they will provide for the mobility needs of all users of the roadways, and view "all transportation improvements as opportunities to

improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

On December 11, 2012, , the City Council adopted a Complete Streets Policy to plan and design the City's transportation system to meet the needs of all users, including pedestrians, bicyclists and public transit patrons, as well as motorists. Thereafter, on December 10, 2013, the City Council approved an Amendment to the 2030 General Plan's Transportation and Circulation Element to include "Complete Streets" into the General Plan. After the Council adopted the Complete Streets policies into the General Plan, it was determined that the next step was to build upon those efforts and prepare a Bicycle and Pedestrian Plan.

Funding for the Bicycle and Pedestrian planning effort was initially seeded by a \$100,000 Metropolitan Transportation Commission (MTC) grant accepted by the City Council in 2013. This amount was further supplemented by an additional \$200,000 of funding secured by a second grant through MTC's competitive Regional Measure 2 (RM-2) Safe Routes to Transit grant program, which was accepted by the City Council in July of 2014. The City's winning proposal for the Safe Routes to Transit RM-2 grant included a partnership with the Contra Costa County Health Services Department (CCHS) and the Monument Impact organization. The City in turn provided \$20,000 of matching Measure J funds and staff resources to manage and prepare the plan. Alta Planning + Design was selected as the consultant to prepare the Plan.

### III. Final Plan Overview

The PAC developed a vision statement and recommended four primary goals for the Plan (Attachment 1, Chapter 4), as follows:

*"The City of Concord envisions an environment that supports walking, bicycling and active living, and enables people of all ages and abilities to comfortably access jobs, schools, recreation, shopping and transit by foot or on bicycle as a part of daily life."*

**Goal 1: Safety-** Prioritize travel safety for all modes of transportation;

**Goal 2: Design-** Design active transportation projects that are accessible and comfortable for people of all ages and abilities;

**Goal 3: Network-** Identify and implement a complete and convenient active transportation network; and

**Goal 4: Programs-** Increase awareness and support of walking and bicycling through education, encouragement, and evaluation programs.

The final Plan includes a section in the Introduction focusing on the primary goal of safety.

The Plan envisions Concord as a community where bicycling, walking and transit can serve the transportation needs of all users. The Plan helps make that vision a reality by outlining a strategy to develop a safer and more comfortable walking and bicycling network. The physical improvements would be complemented by programs designed to educate and encourage safe use of the expanded

**ADOPT RESOLUTION 16-21 PC, RECOMMENDING CITY COUNCIL ADOPTION  
OF THE BICYCLE, PEDESTRIAN, AND SAFE ROUTES TO TRANSIT PLAN**

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transportation network. To achieve this goal, the Plan helps position the City for future funding for bicycle, pedestrian and transit access improvements by identifying community needs and addressing those needs with \$146 million of identified and prioritized capital improvement projects. The Plan also contains evaluation programs to encourage forward progress by documenting progress towards the Plan's goals.

The Plan also provides a clear strategy for the development of a comprehensive bicycling and walking network. The Plan seeks to enable and encourage walking and bicycling as a reasonable and feasible alternative form of transportation through recommended improvements like filling in sidewalk gaps, establishing new bicycle routes, enhancing existing bicycle routes, providing wayfinding, amenities, and establishing secure and reliable places to park bicycles. The Plan identifies recommendations to improve pedestrian and bicycle access to transit stops and stations and identifies a number of programs to educate and encourage all residents about walking, bicycling, and sharing the road safely, as well as good behavior for road users.

For future capital improvement programming, the Plan provides a detailed prioritized inventory identifying hundreds of projects, a strategy for implementation, potential funding sources, cost estimates that take into account typical design and construction costs, as well as long-term maintenance costs, with the goal of making Concord a safer and more comfortable city for walking and bicycling. In addition to the inventory, the Plan developed conceptual designs of three major corridors for potential future bicycle and pedestrian improvements. The corridors studied are Monument Boulevard, Clayton Road, and Willow Pass Road. These conceptual corridor plans demonstrate what is possible within given roadway limitations on three of Concord's major transportation corridors and are eligible as shelf-ready projects for grant applications to fund their remaining planning, design and construction phases. Addressing public comments by consolidating, changing and adding recommendations resulted in a total increase of \$7 million between the Draft and Final Plans. That number includes crossing studies, bike access studies, and consolidations and changes to recommendations.

The Plan's recommendations for infrastructure improvements can all be implemented within the City's existing public rights-of-way. Implementation of the Draft Plan as written does not require obtaining private property, easements, or the removal of any vehicular lanes of traffic. Traffic impacts resulting from the Draft Plan's recommended projects are limited to narrowing existing vehicular lanes of travel where feasible and situations that may require the removal of existing on-street parking. Where on-street parking would be removed, the Draft Plan calls for further study and neighborhood input before these proposals are further developed.

As a companion to the Draft Plan, Alta has developed a separate Bicycle and Pedestrian Facility Design Guidelines (Attachment 3) manual, which identifies standards for infrastructure improvements based on existing State and Federal engineering standards and best practices. These guidelines were developed to take into account construction costs, durability, and identify where design flexibility is possible.

As a part of the project, staff from Alta conducted a thorough review of the City's Municipal Code. They present a number of recommendations in the Draft Plan to update the City's code provisions relating to bicycle and pedestrian usage of the public right-of-way, bicycle licensing, and bicycle

parking standards and methods. These shelf-ready recommendations can be used toward future Development Code updates.

**Corrections to Plan**

The following are several items that were noted as incorrect in this printed version of the Plan and will be corrected in the final printed Plan.

**Figure 5-3 Recommended Walking Spot Improvements**

Add Rectangular Rapid Flashing Beacon recommendation to Lacey Lane (mid-block)

**Figure 5-2 Recommended Sidewalk Projects**

Move sidewalk improvement recommendation to north side of Cowell Road between Monument Blvd and Mesa St.

**Figure 5-5 Recommended Bikeway Network**

Change Complete Street Study to Recommended Class III on Diamond Blvd between Burnett Ave and Willow Way

**Figure 5-6 Recommended Bikeway Network - Downtown**

Add Class III Recommendation on 3rd Street between Willow Pass and Concord Blvd

Add Class III Recommendation on Euclid Ave between Parkside Dr. and 3rd St.

Change Existing Class III to Recommended Class III on Salvio Street between E. Olivera Rd and Esperanza Dr.

Change Existing Class III to Recommended Class III on E. Olivera Rd.

Change Existing Class III to Existing Class II within a short segment of Farm Bureau Rd between Willow Pass Rd and Wren Ave

Change Existing Class III to Recommended Class III on The Alameda between Walnut Ave and Parkside Dr.

**Bicycle Network Improvements - Conceptual Plans (Page 5-14)**

Willow Pass Corridor Conceptual Plan will include new text to reflect recently completed engineering design concept between San Vincente Drive and N. Sixth St.

**PAC Comments**

At the PAC meeting held on Monday, July 25<sup>th</sup>, several comments were received by staff from PAC members, and members of the public, representing Bike Concord.

Mayor Laura Hoffmeister requested that a table be prepared by the consultant indicating which complete street and shared use path (SUP) studies had been added to the Plan and the costs of each. That table is shown below:

Category	Location	Cross Street A	Cross Street B	Cost
New Complete Street Study	Oak Grove Rd	Chalomar Rd	Minert Rd	\$ 50,000
New Complete Street Study	Willow Pass Rd	6th St	Port Chicago Hwy	\$ 75,000
New Complete Street Study	Market St	Meadow Ln	Concord Ave	\$ 100,000

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New Complete Street Study	Clayton Rd	Market St	Sutter St	\$ 50,000
New Complete Street Study	Cowell Rd	Babel Ln	Ygnacio Valley Rd	\$ 100,000
New Complete Street Study	Ygnacio Valley Rd	Clayton Rd	City Limit	\$ 250,000
New Complete Street Study	Systron Dr	Trailside Cir	Monument Blvd	\$ 50,000
New Complete Street Study	Galindo St	Concord Blvd	Cowell Rd	\$ 50,000
New Complete Street Study	Willow Pass Rd	Market St	Colfax St	\$ 100,000
New Complete Street Study	Franquette Ave / Waterworld Pkwy	CA-242 undercrossing	Waterworld driveway	\$ 250,000
New Shared Use Path Study	Galindo Creek	Monument Blvd	Contra Costa Canal Spur trail	\$ 150,000
New Shared Use Path Study	Lime Ridge Bikeway	Cowell Rd	Turtle Creek Rd	\$ 100,000
New Shared Use Path Study	Franquette Ave	I-242 trail underpass	Iron Horse Regional Trail	\$ 50,000
New Shared Use Path Study	Turtle Creek Rd	Turtle Creek Rd	Galindo Creek Trail	\$ 35,000
New Shared Use Path Study	Claycord Ave	Silverleaf Ln	Concord Blvd	\$ 50,000
New Shared Use Path Study	Denkinger Rd	Clayton Rd	Concord Blvd	\$ 100,000
New Shared Use Path Study	Galindo Creek Trail	Cowell Rd	Ayers Rd	\$ 150,000
New Shared Use Path Study	Lime Ridge Bikeway	Ygnacio Woods Ct	Cowell Rd	\$ 100,000

**TOTAL COST NEW COMPLETE STREET AND SUP STUDIES \$ 1,810,000**

PAC member Claire Linder, acknowledged that the General Plan Policy T-1.9.5. “Prioritize pedestrian, bicycle, and automobile safety over vehicle speed and level-of-service at intersections and along roadways,” had been added to the Plan Appendices, Plan and Policy Review on page B-6. However, Ms. Linder indicated that she believed it should be less buried in the document and in a more central place in the Plan, preferring it to be specifically referenced within the Introduction section of the Plan itself. Staff indicated that all relevant General Plan Policies had been listed in the Appendices of the Plan. Ms. Linder also indicated that in terms of recommendations for a permanent PAC, which is an implementation measure within the plan, she would recommend all be members of the public with an interest in bicycling and that they represent various geographic areas of the city.

PAC member Carlyn Obringer asked that, with relation to the new development, the Veranda, would Diamond Boulevard be shown in the plan as a Class III bike path or a complete street study. Staff indicated that it will be shown as both in the plan, as Class III bike path will allow an interim designation in the Plan and implementation as part of the Veranda project. Further improvements on Diamond could be analyzed in the future as the result of a complete streets study. Ms. Obringer also asked why the proposed bike path on Clayton Way was only .12 miles, and whether that was practical, for such a small section of roadway. Ms. Obringer also clarified that the plan will be reviewed annually for progress.

**ADOPT RESOLUTION 16-21 PC, RECOMMENDING CITY COUNCIL ADOPTION  
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PAC member Sergio Huerta indicated that he is pleased that the Plan will allow the City to be more competitive for grant funding opportunities to implement the Plan.

During public comment period, Cynthia Armour, a representative of Bike East Bay, indicated that she would recommend that the Monument Corridor community be mentioned in the demographics section of the Plan, as that community represents a significant portion of the community that is transit-dependent, and has lower accessibility to cars. She indicated that the Monument Corridor Community was in part, the reason the City had received a grant for the project.

Mayor Hoffmeister indicated that this could also be added to the Acknowledgements page of the Plan.

Kenji Yamada of Bike Concord indicated that overall he felt the interaction between staff and Bike Concord during the Plan development had been meaningful. He reiterated the request to emphasize General Plan Policy T.1.9.5 within the Introduction section of the Plan, and indicated that the Plan should prioritize the safety of bicycle and pedestrians over Level of Service.

Mayor Hoffmeister requested that both speakers submit their preferred language in writing to staff.

Mr. Dave Kamlin also spoke and indicated that there were several projects that he would recommend including sidewalks on San Miguel Road from Systron Drive to Marilyn Way and on Ygnacio Valley Road and Park Highlands Boulevard.

Staff indicated that the PAC will continue to meet as necessary to review and approve applications for grants for implementation of the Plan, until a permanent PAC is established by City Council. That is anticipated to be by January 2017.

### **Public Outreach**

Because the City's built environment has a direct impact on residents' health and quality of life, the Plan's public outreach program made an extra effort to reach out to residents who rely on the City's public transit, bicycle, and pedestrian infrastructure. Project partners from Monument Impact helped enable wider participation by providing Spanish translation, child care services, and food at workshops, as well as inviting staff to their own venues for participation and feedback.

Public outreach for the Plan began in June of 2014 with a series of public events, including visioning workshops hosted at Monument Impact, Mt. Diablo High School, the Monument Crisis Center, and booths hosted at the Tuesday Farmers Markets and Thursday evening Music and Market events, as well as at the Senior Center's Age Strong Live Long Expo.

Project consultants from Alta were also actively involved with public outreach. Alta worked with City staff and staff from BART at the first community workshop to get feedback on community needs in April 2015 and again hosted a successful policy workshop at Centre Concord in July of 2015. Alta also led the most recent city-wide public workshop held at the Senior Center on the evening of May 5, 2016 to introduce the Draft Plan and receive comments.

Bike East Bay and Bike Concord assisted generously with public outreach for the Plan by independently hosting and promoting a number of events.

### **Project Funding**

Concord's annual budget for Capital Improvement Projects is typically \$12 to 15 million dollars per fiscal year. This amount funds routine projects such as street paving and bridge repairs in addition to bicycle and pedestrian improvement projects.

Given the current availability of grants and regional transportation funding, implementing all of the 700+ recommended projects in the Plan is unlikely within the Plan's 20-year horizon. However, Tier 1 priority projects identified in the Draft Plan are estimated to cost about \$18.4 million and have the potential to receive funding for development.

### **CEQA Environmental Review**

California Environmental Quality Act (CEQA) Guidelines Section 15262 states, "(a) project involving only feasibility or planning studies for possible future actions which the agency, board, or commission has not approved, adopted, or funded does not require the preparation of an EIR or negative declaration but does require consideration of environmental factors. This section does not apply to the adoption of a plan that will have a legally binding effect on later activities." The City of Concord's Bicycle, Pedestrian & Safe Routes to Transit Plan (Plan) meets these criteria because the Plan is a planning study that would serve as the basis for future updating of the Concord General Plan related to the education, encouragement, enforcement, and evaluation of future walking and bicycling network improvements and has no legally binding effect on current activities (e.g. development project application review) or later activities (i.e., the General Plan Update).

In consideration of the environmental factors, such as health and safety, aesthetics, historical or other environmental resources, the policies and recommendations included within the Plan would not result in any physical impacts to the environment. Furthermore, implementation of the recommendations identified in the Plan would be dependent on the availability of funding sources and would be subject to future environmental review on a case-by-case basis. Therefore, no environmental impacts would occur in connection with the adoption of the Plan.

## **IV. Fiscal Impact**

Preparation of the Draft Plan has been funded by a combination of grants with staff time compensated by the General Fund. In February of 2013, the City Council accepted \$100,000 in TDA grant funds and enabled a 20% City match using Measure J funds (\$20,000) to support the plan preparation. This funding was supplemented by an additional \$200,000 of RM-2 Grant funding accepted by the Council in July of 2014, for total grant funding of \$320,000 for this project. The TDA funds supporting the project must be depleted prior to June 30, 2016 and the RM-2 Grant requires the project to be completed no later than February 28, 2017.

The adopted Plan will position the City to apply for several types of significant grant opportunities for sidewalk and street improvements and other CIP projects.

**ADOPT RESOLUTION 16-21 PC, RECOMMENDING CITY COUNCIL ADOPTION  
OF THE BICYCLE, PEDESTRIAN, AND SAFE ROUTES TO TRANSIT PLAN**

August 3, 2016

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**V. Public Contact**

The item was posted in the Planning Commission agenda. In addition, members of the public who expressed an interest in this topic were also notified and emailed a copy of this staff report. Any future City Council public hearings to consider final adoption of the Plan will be publicly noticed in accord with the requirements of the Municipal Code.

**VI. Summary and Recommendations**

Staff recommends the Planning Commission adopt Resolution 16-21 recommending City Council approval of the Bicycle, Pedestrian, and Safe Routes to Transit Plan.

Prepared by: Laura Simpson, AICP  
Planning Manager  
[laura.simpson@cityofconcord.org](mailto:laura.simpson@cityofconcord.org)

**Exhibits:**

A- PC Resolution No. 16-21 PC recommending City Council approval of the Bicycle, Pedestrian and Safe Routes to Transit Plan (Attachment 1), Bicycle Pedestrian and Safe Routes to Transit Plan Appendices (Attachment 2), and Safe Routes to Transit: Bicycle and Pedestrian Facility Design Guidelines (Attachment 3)

All attachments can be viewed and downloaded online at: [www.cityofconcord.org/bikeandped](http://www.cityofconcord.org/bikeandped)

1                                   **BEFORE THE PLANNING COMMISSION**  
2                                   **OF THE CITY OF CONCORD,**  
                                 **COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA**

3 **A RESOLUTION RECOMMENDING CITY COUNCIL**  
4 **ADOPTION OF THE BICYCLE, PEDESTRIAN AND**  
5 **SAFE ROUTES TO TRANSIT PLAN**

Resolution No. 16-21 PC

6           **WHEREAS**, the Planning Commission acknowledges the benefits and value for the public  
7 health and welfare of reducing vehicle miles traveled and increasing transportation by walking,  
8 bicycling, and public transportation; and

9           **WHEREAS**, the Planning Commission recognizes that the planning and coordinated  
10 development of Complete Streets infrastructure provides benefits for local governments in the areas of  
11 infrastructure cost savings, public health, and environmental sustainability; and

12           **WHEREAS**, the State of California has emphasized the importance of Complete Streets by  
13 enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that  
14 when cities or counties revise general plans, they identify how they will provide for the mobility needs  
15 of all users of the roadways, as well as through Deputy Directive 64, in which the California  
16 Department of Transportation explained that it “views all transportation improvements as  
17 opportunities to improve safety, access, and mobility for all travelers in California and recognizes  
18 bicycle, pedestrian, and transit modes as integral elements of the transportation system”; and

19           **WHEREAS**, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a  
20 mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities  
21 and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through  
22 coordinated regional planning that integrates transportation, housing, and land-use policy, and  
23 achieving the goals of these laws will require significant increases in travel by public transit, bicycling,  
24 and walking; and

25           **WHEREAS**, on December 11, 2012, the City Council adopted a Complete Streets Policy,  
26 desiring that city streets form a comprehensive and integrated transportation network promoting safe,  
27 equitable, and convenient travel for all users while preserving flexibility, recognizing community  
28 context, and using the latest and best design guidelines and standards; and

1           **WHEREAS**, on December 10, 2013, the City Council approved an Amendment to the  
2 Transportation and Circulation Element of the 2030 General Plan to include the Complete Streets  
3 policies and goals into the General Plan;

4           **WHEREAS**, in 2014 the City initiated the Bicycle, Pedestrian and Safe Routes to Transit Plan  
5 Project to implement the Complete Streets Policy; and

6           **WHEREAS**, after two years of planning workshops, substantial public input, and review by  
7 the Bicycle and Pedestrian Advisory Committee, staff and the consulting firm, Alta Planning+Design,  
8 Inc., published a draft Bicycle, Pedestrian and Safe Route to Transit Plan (“Plan”)raft for public  
9 review and comment on April 25, 2016; and

10           **WHEREAS**, Planning Commission, public comments were received and incorporated into the  
11 final Plan which was published on July 22, 2016, and

12           **WHEREAS**, the Plan envisions Concord as a community where bicycling, walking and transit can  
13 serve the transportation needs of all users. The Plan helps make that vision a reality by outlining a strategy to  
14 develop a safer and more comfortable walking and bicycling network. The physical improvements would be  
15 complimented by programs designed to educate and encourage safe use of the expanded transportation  
16 network. The Plan helps position the City for future funding for bicycle, pedestrian and transit access  
17 improvements by identifying community needs and addressing those needs with \$146 million of identified  
18 and prioritized capital improvement projects. The Plan also contains evaluation programs to encourage  
19 forward progress by documenting progress towards the Plan’s goals; and

20           **WHEREAS**, California Environmental Quality Act (CEQA) Guidelines Section 15262 states,  
21 “(a) project involving only feasibility or planning studies for possible future actions which the agency,  
22 board, or commission has not approved, adopted, or funded does not require the preparation of an EIR  
23 or negative declaration but does require consideration of environmental factors. This section does not  
24 apply to the adoption of a plan that will have a legally binding effect on later activities.” The City of  
25 Concord’s Bicycle, Pedestrian & Safe Routes to Transit Plan (Plan) meets these criteria because the  
26 Plan is a planning study that would serve as the basis for future updating of the Concord General Plan  
27 related to the education, encouragement, enforcement, and evaluation of future walking and bicycling  
28 network improvements and has no legally binding effect on current activities (e.g. development project

1 application review) or later activities (i.e., the General Plan Update). In consideration of the  
2 environmental factors, the policies and recommendations included within the Plan would not result in  
3 any physical impacts to the environment, such as to those factors involving health and safety,  
4 aesthetics, historical or other environmental resources. Furthermore, implementation of the  
5 recommendations identified in the Plan would be dependent on the availability of funding sources and  
6 would be subject to future environmental review on a case-by-case basis. Therefore, no environmental  
7 impacts would occur in connection with the adoption of the Plan; and

8 **WHEREAS**, the Planning Commission, after giving all public notices required by State law  
9 and the Concord Municipal Code, held a duly noticed public hearing on August 3rd, 2016 on the  
10 proposed Plan; and

11 **WHEREAS**, at such public hearing, the Planning Commission considered all oral and written  
12 information, plans, testimony, and comments received during the public review process, including  
13 information received at the public hearing, the oral report from City staff, the written report from City  
14 staff dated July 20, 2016, and all other information contained in the record of proceedings and the  
15 City's files relating to the Downtown Bicycle, Pedestrian and Safe Routes to Transit Plan, which are  
16 maintained at the offices of the City of Concord Planning Division (collectively, "Project  
17 Information") in accordance with the applicable law, including the requirements of CEQA and the  
18 City of Concord Municipal Code; and

19 **WHEREAS**, after consideration of all the Project Information, the Planning Commission  
20 declared their intent to recommend that the City Council approve the Bicycle, Pedestrian and Safe  
21 Routes to Transit Plan.

22 **NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:**

23 The Planning Commission hereby recommends that the City Council adopt the Bicycle, Pedestrian and  
24 Safe Routes to Transit Plan, and further makes the following findings:

- 25 1. Recitals. The recitals above are true and correct and are incorporated herein by reference. The  
26 recitals constitute findings in this matter and, together with the Project Information, and serve as an  
27 adequate and appropriate evidentiary basis for the findings and actions set forth in this Resolution.
- 28 2. CEQA. California Environmental Quality Act (CEQA) Guidelines Section 15262 states, " (a)

1 project involving only feasibility or planning studies for possible future actions which the agency,  
2 board, or commission has not approved, adopted, or funded does not require the preparation of an EIR  
3 or negative declaration but does require consideration of environmental factors. This section does not  
4 apply to the adoption of a plan that will have a legally binding effect on later activities.” The City of  
5 Concord’s Bicycle, Pedestrian & Safe Routes to Transit Plan (Plan) meets these criteria because the  
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10 environmental factors, the policies and recommendations included within the Plan would not result in  
11 any physical impacts to the environment, such as to those factors involving health and safety,  
12 aesthetics, historical or other environmental resources. Furthermore, implementation of the  
13 recommendations identified in the Plan would be dependent on the availability of funding sources and  
14 would be subject to future environmental review on a case-by-case basis. Therefore, no environmental  
15 impacts would occur in connection with the adoption of the Plan.

16 The documents and other materials that constitute the record of proceedings upon which the  
17 Planning Commission has based its recommendations are located in and may be obtained from the  
18 City of Concord Planning Division, 1950 Parkside Drive MS/53, Concord, CA 94519.

19 3. The Bicycle, Pedestrian and Safe Routes to Transit Plan.

20 a. The Bicycle, Pedestrian and Safe Routes to Transit Plan is internally consistent, is  
21 consistent with the policies of the General Plan, its Amendments, and Specific Plan and is consistent  
22 with applicable law.

23 b. The Bicycle, Pedestrian and Safe Routes to Transit Plan will not be detrimental to the  
24 public interest, health, safety, convenience, or welfare of the City in that the Bicycle, Pedestrian and  
25 Safe Routes to Transit Plan is a strategic document that proposes implementation strategies toward  
26 land use, economic vitality, transportation and circulation, infrastructure, design guidelines and  
27 funding programs.

28 c. The Planning Commission recommends that the City Council determine that the

1 Bicycle, Pedestrian and Safe Routes to Transit Plan is internally consistent, is consistent with the  
2 Complete Streets policies and with the General Plan, its Amendments, and Specific Plan, and is  
3 consistent with applicable law.

4 This resolution shall become effective immediately upon its passage and adoption.

5 **PASSED AND ADOPTED** this 3<sup>rd</sup> day of August, by the following vote:

6 **AYES:**

7 **NOES:**

8 **ABSTAIN:**

9 **ABSENT:**

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Laura Simpson, AICP  
Secretary to the Planning Commission

Attachment:

- 1 – Bicycle, Pedestrian and Safe Routes to Transit Plan
- 2 – Bicycle, Pedestrian and Safe Routes to Transit Plan Appendices
- 3 – Safe Routes to Transit: Bicycle and Pedestrian Facility Design Guidelines